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The Daily Press.

HONGKONG, SEPTEMBER 2ND, 1914.

We are glad to see that some action is
being taken in Hongkong to collect sub-
scriptions on behalf of the PRINCE OF WALES
Fund for the relief of the Widows and
Orphans of the British soldiers and sailors
whose lives are sacrificed in the war.
Though the public has not yet been informed
of the losses our troops have already suffered
in the war, the general information given
in the telegrams regarding the fighting
which has so far taken place has sufficient-
ly indicated that the losses on both sides
have been very heavy. We do not need to
labour the fact that the distress amongst
widows, orphans and others dependent on
our brave countrymen who fall fighting for
the country must necessarily be widespread
and acute, and we are quite sure that every
Briton in this Colony, as elsewhere, will
welcome the opportunity to contribute,
according to his ability, towards the PRINCE
OF WALES' Fund. Mr. R. D. HARVEY
and Mr. W. A. DOWLEY, who have under-
taken to organise a monthly collection,
deserve the thanks of the community for
their public-spirited action. The suggestion
that each British subject or British family
in Hongkong and the Coast Ports should
promise to contribute from 5 cents to 50
cents, according to their means, for every
day the war continues will commend
itself to the many who may feel themselves
unable to contribute in a lump sum a
donation worthy of the object of the Fund.
We feel also that the suggestion made in
our issue of yesterday by "J. R." will
very generally commend itself to the

members of the Hongkong Volunteer
Corps and the Hongkong Volunteer
Reserves, namely, that they should con-
tribute their military pay (at the rate of 1/9
per day) to the Relief Fund. As "J. R."
remarked in his letter, most of the
members of the auxiliary forces now under
arms in Hongkong are in receipt of salaries as
in normal times and would have no wish to
look upon the 1/9 a day as an extra source
of income, but would gladly hand it over,
doubtless with such personal donations as
may be within their means, in the hope
of alleviating the suffering consequent
upon the horrors of war. It is perhaps as
well to mention that it has probably cost
most of the men a large part of their
military pay, which is equal to about \$32
a month, in meeting the extra expenses
which their military service has entailed, so
that were they to give to the Relief Fund
the whole of their military pay it would
mean in most cases at any rate that the
average Volunteer would be contributing to
the Fund fully 50 cents a day out of his
ordinary income. Altogether Hongkong
should be able to forward to the PRINCE OF
WALES' Relief Fund a monthly sum worthy
of the Colony. Similar funds are being
opened in the leading treaty ports of China.
At Tientsin the plan suggested for Hong-
kong by Mr. HARVEY has been adopted, and
there has been a ready response by British
subjects both in Tientsin and Peking. In
the course of a circular letter the Honorary
Secretary to the Committee at Tientsin
says: "Many have put down their names
for a monthly subscription while the war
lasts, no doubt feeling unable to give as
large a sum in the first instance as their sense
of gratitude, and feelings of patriotism, to
their fellow-countrymen and country, would
suggest. Many indeed, have intimated
their intention of subscribing 10 per cent.
of their monthly salaries." In our
yesterday's issue we reproduced from a
Shanghai contemporary a letter suggesting
similar action in Shanghai. Every Briton
in the East, rich or poor, will recognise his
duty to contribute, and now that the way in
which this may be done is indicated we are
quite sure that this duty will be discharged
by every British subject.

It is stated that there are 924 Germans
living in Japan.

The Hongkong Rope Manufacturing
Co., Ltd., announce an interim dividend
of one dollar per share.

A rough plan of the French lines of
defence is circulated with this issue of
the Daily Press as a supplement.

While attempting to cross the Kowloon-
Canton railway line between the 46th and
48th bridges, a blind beggar was knocked
down and killed by a train.

The Hon. Treasurer of the Alice
Memorial and Affiliated Hospitals begs
to acknowledge with thanks a donation
of \$3 by X.Y.Z. to the funds of the
Hospitals.

At the Magistracy yesterday Inspector
McDonald charged a Chinese with being
in unlawful possession of two revolvers
and 450 rounds of ammunition. The man
was a passenger by the *Tungo Maru* from
Australia, and the contraband was dis-
covered concealed inside a box. He was
fined \$250. Another Chinese charged with
possession of two revolvers, a quantity of
percussion caps, and 500 rounds of
ammunition was fined \$100.

Damage to the extent of about \$7,000
was caused by a fire which broke out at a
three-storey building in Wellington Street
at 2.30 a.m. yesterday. The building was
occupied by Sun Chi Chik as a medicine
and curio shop. The first and second
floors were gutted and the ground floor
damaged by water. The flames caught
the adjoining house, which was completely
gutted. Insurance was effected with the
China Fire Insurance Company for \$6,000.

The King has been pleased to give
and grant unto the undermentioned
gentlemen His Majesty's Royal licence
and authority to wear decorations (as
stated against their respective names)
which have been conferred upon them by
the President of the Republic of China
in recognition of valuable services
rendered by them:—Third Class, Order
of the Excellent Crop, Edward Guy
Hillier, C.M.G., Hongkong and Shanghai
Bank, Peking, and Ernest Godfrey
Byrne, of Hankow. Fourth Class, Order
of the Excellent Crop, Richard Carson
Allen, Hongkong and Shanghai Bank,
Peking.

TYPHOON WARNINGS.

The following telegrams were
received from the Manila Observatory
yesterday.

11.45 a.m.—Cyclone or typhoon, E. of
Aparri, more than 300 miles distant,
almost stationary.

4.55 p.m.—Cyclone or typhoon east of
the Aparri, less than 300 miles distant,
moving W. or W.N.W.

The black signals, indicating a typhoon
to be within 300 miles of the Colony, were
hoisted before 11 p.m. yesterday.

CORRESPONDENCE.

THE SABBATH DAY IN THE
TWENTIETH CENTURY.

[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

DEAR SIR,—Referring to the article
under the above heading in your issue of
the 26th ultimo I would be obliged if you
would kindly spare me space in your
valuable columns to make the following
observations:—

There can be no question about the
economic principles set forth in the first
section of this article. Mankind needs
one day of rest in seven and this was the
Creator's intention. Not only physical
rest is needed, but spiritual exercise and
devotion are also highly essential.

"And on the seventh day God ended
his work which he had made; and he rested
on the seventh day from all his work which
he had made. And God blessed the
seventh day, and sanctified it because
that in it he had rested from all his work
which God created and made." (Gen. ii.,
2-3.)

In these verses is given the origin of the
sabbath and its purpose. It is God's
blessed, sanctified, rest day. For many
reasons we know that it was given for
man's use and good, and to show it here
we need only refer to the fourth of the
ten great precepts governing God's
spiritual Kingdom:—

"Remember the sabbath day to keep it
holy. Six days shall thou labour and do
all thy work. But the seventh day is the
sabbath (a sabbath or a day of rest) of the
Lord thy God: in it thou shalt not do
any work, thou, nor thy son, nor thy
daughter, nor thy cattle, nor thy maid-
servant, nor thy cattle, nor thy stranger
that is within thy gates. For in six days
the Lord made heaven and earth, the sea,
and all that in them is, and rested the
seventh day: wherefore the Lord blessed
the sabbath day and hallowed it." (Ex.
xx., 8-11.)

It must be maintained that the Lord has
never pronounced any special blessing
upon any other day of the week, neither
has Christ ever done so. No other day of
the week has ever been hallowed, made
holy, set apart for a holy or religious use,
by the Creator or the Saviour.

Who, then, can claim any holiness or
"setting apart" for any other day of the
week? Those who persist in doing so
would do well to read Matt. v. 17-20.

I heartily agree that we are not under
the Mosaic law, as there must always be
a distinction made between the ceremonial
law and the law of the ten commandments
of Exodus, chapter xx. I quite agree
with the University Professor and others
who say, "we are not under the Mosaic
law," but I think that we forget that
the group of commandments, in which
is included the direction to observe
the Sabbath, is sharply separated in Deut.
v. 22 from the ceremonial law, and com-
prises a series of large moral precepts,
not one other of which a right-minded
man ever takes exception to. On what
grounds then can we select one, and say
that we are not bound to observe it because
it is Mosaic, but that we are bound to
observe the others? If one is Mosaic, all
are: if nine are binding, so is the tenth.

Any student of the Bible must admit
the truthfulness of the above statement,
but the following note is a comment:—
"No one knows which is the real seventh
day." To this statement respectful but
decided exceptions must be taken. Does
any one know when the first day comes
and goes in the cycles of time? If you
can tell when Sunday comes, or the first
day of the week, can you not tell when
the seventh should come? If the Jews
were the ones to whom the commandments
were given which contain the Sabbath
precept—and they were—is it not reason-
able to conclude that as they have kept
holy the seventh day sabbath from time
immemorial and still do, they would be
able to preserve the identity of the
true sabbath or seventh day?

The Lord made the sabbath a memorial
of his creation. No other day could be
substituted for it afterwards as a
memorial of creation; then can it be
supposed that God would allow man to
lose sight of the identical day? There
are no indications that we have lost the
"true seventh day," so why conjecture
that we have? It seems to me that such
a statement is an attempt to evade the
binding obligations of God's law.

The principle of "one day in seven"
is right, providing we keep the right one.
If we follow the Bible there need be no
mistake made.

"The Son of man is Lord of the
sabbath, and of the one day in seven."
Therefore, He must be especially con-
sulted as to how that day of His should
be kept. He kept it by doing works of
necessity and mercy; by preaching the
word of truth. Mary "rested the
sabbath day according to the command-
ment." St. Paul, the apostle to the
Gentiles, preached to the inhabitants of
Antioch, Philippi, Thessalonica, and
Corinth upon the seventh day sabbath;
thus we see how the apostles regarded
the day.

"If thou turn away thy foot from the
sabbath, from doing thy pleasure on my
holy day; and call the sabbath a delight,
the holy of the Lord, honourable, and
shalt honour him, not doing thine own
ways, nor finding thine own pleasure,
nor speaking thine own words: Then
shalt thou delight thyself in the Lord and
I will cause thee to ride upon the high
places of the earth and feed thee with the
heritage of Jacob thy father: for the
month of the Lord hath spoken it." Isa.
lii., 13-14.

If space would permit, I should like
to show how the true sabbath was
supplanted by Sunday and I offer to do
this if the call should be made.

Thanking you in advance and enclosing
my card.—Yours faithfully,

E. M. F.

Hongkong, 1st September, 1914.

TELEGRAMS.

[THROUGH REUTERS' AGENCY.]

THE HOME RULE QUESTION.

London, August 31st.

In the House of Commons Mr. Asquith
moved the adjournment of the House till
Sept. 9th, and said he hoped that when
the House resumed, a settlement would be
reached by negotiation and agreement
regarding Home Rule and Disestablish-
ment. Then the Session would be wound
up.

Mr. Bonar Law said that if the con-
troversy were revived it would be a dis-
grace which the country would not readily
forgive.

Mr. Redmond expressed a desire to meet
the Opposition's case, but said he was
extremely anxious to place Home Rule on
the Statute Book.

Mr. Balfour questioned the wisdom of
proceeding with Home Rule in the pre-
sent crisis, and warned the House against
a revival of bitterness.

Other speakers continued the discussion.

Mr. Asquith then brought the discus-
sion to a conclusion by appealing to the
House to bring the discussion to an end,
as it was most desirable that the country
should present a united front to the
enemy.

ALLEGED FORGERY OF CHEQUES.

The case in which Viera Ribeiro,
alias Roberts, is charged with the
forgery of two cheques of \$200 each
in the name of Lawrence Noel Leelee,
of the China Association, was resumed
at the Magistracy yesterday, before Mr.
J. R. Wood.

Shintaro Fujimoto said that until May
last he was engaged at the Nomura Hotel.
He remembered a Portuguese coming to
the establishment on the 17th January.
It was the defendant. He wanted to
engage a room, and witness told him he
could have Room 4 on the third floor.

The defendant did not go to the room,
but telephoned someone, after which he
intimated that he was going out, and
would return about two o'clock. He
wrote the name of R. Roberts, of
Shanghai, in the hotel register, and
engaged Room 4. Defendant wrote the
date "18th January," but witness did not
notice this until afterwards. The
Portuguese brought no luggage with him,
and only had a chit-book. There was a
name on the book, in both English and
Chinese. Witness could not now tell
what that name was, but could remember
two of the three Chinese characters.

Defendant asked witness to send the
chit-book to the Hongkong and Shanghai
Bank. There was a letter in the book,
and "Roberts" told him to wait for a
reply. Shortly after 11 o'clock witness
took the book to the Bank himself, and
handed it to one of the Chinese office boys,
who took it away. Another boy came
back with the same book, and asked,
"Who brought this book?" and witness
said he did, whereupon the office boy said
something which he did not understand
and took the book inside again for some
reason. The office-boy later carried the
chit-book outside to Reiss & Company,
witness following. Witness saw three or
four people there, and went back to the
Bank with two of them—Ip Shun Kam,
and a man witness knew by sight. The
defendant did not come back to the Hotel.
He's Worship—Where is the chit-book
now?

Mr. Lewis—It has disappeared.
A Chinese boy who was employed at
the Nomura Hotel in January said that
in July he was called to go to the Central
Police Station to identify someone, and
the man he picked out was the defendant.
In January he saw him at the Nomura
Hotel.

Detective-Inspector Terrett deposed
that he was present at the identification
parade in July at the Central Police
Station. Defendant was placed with six
others of Portuguese nationality, and the
last witness identified him without hesita-
tion as a man "Roberts" who had
visited the Nomura Hotel in January.
On the same day witness charged the
defendant, and cautioned him. He
produced the statement in answer to the
charges. Defendant simply said, "I have
nothing to say at present."

Mr. Lewis said he had read through
the depositions and would depend upon
the evidence of Mr. Leelee. He would be
the only remaining witness. Mr. Leelee
was due to arrive on the *Manchuria* on
the 7th inst.

The case was remanded until Tuesday
next, at 2.15 p.m.

ROYAL HONGKONG GOLF CLUB.

FAN-LING COMPETITION.

JULY RUNNING POOL 10 OR UNDER.

R. O. Hutchison	89-0	89
12 Entries.		
G. K. Chatham	108-18	90
25 Entries.		

AUGUST COMPETITION.

Class I No. Cards	3 Entries.	
Class II No. Cards	12 Entries.	

THE WAR.

[THROUGH REUTERS' AGENCY.]

THE GREAT BATTLE.

FRENCH SUMMARY OF THE POSITION.

London, August 31st.
11.05 p.m.

A communiqué issued in Paris, in summing up the position, says
that on the right, after partial checks, the French have taken up the
offensive and the enemy is retreating before them. In the centre they had
alternate successes and checks, but a general battle is again in progress.

The morale of the Allies continues to be extremely good despite
losses, which have been made good from the depots.

The French troops resumed the attack two days ago in the Vosges
(Lorraine). This attack continued to be pressed, although slowly.
Every position occupied is immediately strengthened. That explains the
slowness of the advance, which, nevertheless, is characterised each day by
new local successes.

The troops operating in the region of Spincourt and Longuyon
checked the Crown Prince's army in the neighbourhood of Neufchâteau and
Paliseul, but, on the other hand, some of the troops suffered partial
checks which obliged them to retire on the Meuse.

During the last few days the enemy have been trying to cross the
Meuse in considerable numbers, but by vigorous counter-attacks have been
thrown back with very heavy losses. Nevertheless, fresh German forces
advanced by way of Roeroy. A general action is taking place in this
district, but at present it is impossible to foresee the final result.

The communiqué also mentions the falling back of the Allies from
the original Dinant, Charleroi and Mons line owing to the forcing of the
Meuse by the Germans near Givet, and the new withdrawing movement on
the right of the German wing where the adversaries concentrated their
finest Army Corps.

[Roeroy, in which district a general action is now taking place, is
14 miles N.W. of Mézières, 25 miles N.W. of Sedan, and 2 miles from the
Belgian frontier.]

FIGHTING ON THE BANKS OF THE SOMME.

London, August 31st.
6.40 p.m.

A considerable success by the French at Guise is confirmed. Paris
telegrams say that the Germans advanced a short distance further on the
Somme. The Allies' left wing subsequently took the offensive, while the
Frenchmen on the west wing offered a strenuous and successful resistance.

SECOND EXPEDITIONARY CONTINGENT FROM AUSTRALIA.

London, August 31st.

The Prime Minister of Australia has called for a second
Expeditionary Force.

AMERICAN OPINION ON THE DESTRUCTION OF LOUVAIN.

London, September 1st.

The destruction of Louvain by the Germans has aroused intense
indignation in America. The Press compares German methods with those
of the Japanese, who gave notice of their intention to blockade Tsingtao.

COLOURED LABOUR IN FRANCE.

THE EUROPEAN ALIEN.

While the Hindu tries in vain to enter
British Columbia, the Kabyle from
Algeria is invited to take up his residence
anywhere in France from the Mediter-
ranean to the British Channel. Already
several thousand African labourers are at
work in the coal fields of the north and
the vineyards of the south. Handicapped
by a low birth-rate and high mortality
statistics, the population of France no
longer suffices to meet the demands for
labour made upon it by increasing
industrial development.

The magnitude of the need for labour
is well exemplified in the development of
the newly-opened Black Country of
France, which has as its centre Briey, on
the German frontier. The annual
mineral output of this iron and coal
district has sprung in three years from
13,000,000 tons to 20,000,000 tons. The
country-side population, which before the
opening up of these new fields was
engaged in the rearing of pigs, has been
quite insufficient to man the new industry.
In three years the population has grown
from 73,000 to over 150,000, more than
70,000 of whom are foreigners. Italians
represent nearly three-quarters of the
alien population. Their arrival at Briey
has transformed the national aspect of
this corner of the Franco-German frontier.
Whole villages have become Italian;
Italian newspapers, many of them
Anarchist sheets, predominate on the
bookstalls. Public notices in the railway
stations and the streets appear in Italian
as well as in French and German.

Throughout the coal districts along the
Belgian frontier a similar state of affairs
exists. Belgians, however, have taken the
place of Italians as the predominant
foreign element. They are brought to
their work by special trains and motor
omnibuses from across the frontier. They
provision themselves before leaving
Belgium with their food and the butter
pots which have given them their nick-
name of *pots de beurre*. Here, as further
south, thousands of German labourers
have settled. The neighbouring depart-
ment of the Pas de Calais has been over-
run in a similar manner by alien labour

drawn from every corner of Europe and
from Africa. At Lens there are even
about 200 Chinese coolies at work in the
mines. Three or four hundred more have
found employment in the wine-growing
districts, where Germans, Italians, and
Spaniards are also to be found in con-
siderable numbers.

THE AFRICAN SOLUTION.

The satisfaction given by African labour
in France has drawn attention to the
vast national reservoir of labour which
France has at her disposal in her Colonies.
Since 1900, when a few Algerian natives
were taken on at the Courrières collieries
and in the oil refineries at Marseilles, the
possibility of this solution has been
seriously tested. The first batch of
imported Kabyles having given good
results they have been brought to France
in increasing numbers, and there are now
seven or eight thousand of them scattered
through the industrial and the wine-
growing districts of the country. About
a thousand of them have found employ-
ment in Paris in the sugar refineries, tube
railways, and omnibus services.

The State will gain by substituting for
the hundreds of thousands of Germans
and Italians along the frontier French
citizens, many of whom are soldiers. The
millions of francs which at present are
taken out of the country by the Belgian,
Italian, and German workmen will be
diverted to Algeria, and that this would
be no small benefit to the colony is shown
by the fact that in spite of the small
number of Arabs at present in France,
nearly 270,000 was sent through one
Algerian post office in six months by these
labourers. The men will return to their
villages with a new standard of consump-
tion, and the general trade of France and
Algeria will thus benefit. A scheme for
the establishment of a large Kabyle
recruiting agency has been suggested to
the colliery companies and other large
employers of labour.

The North German Lloyd liner *Coblentz*
arrived in Manila last week from Aus-
tralian ports. She brought eight passengers,
seven sacks of mail and a large general
cargo, including 5,251 sacks of flour. The
Coblentz will probably be held at Manila
indefinitely.

WAR NEWS.

PRINCE OF WALES' FUND.

HONGKONG'S CONTRIBUTION.

On Monday 38 monthly subscribers to the above Fund were secured. Their monthly contributions amount to \$133.

THE S.S. "RAJABURI."

A motion by the Prize Court to show cause why the s.s. *Rajaburi* and her cargo shall not be condemned appears to-day in our advertisement columns.

RECRUITING FOR VOLUNTEERS AND RESERVES.

Recruiting for the Hongkong Volunteers and Hongkong Volunteer Reserves is now resumed. Any one who wishes to join either Corps should send in his name and address, stating age and previous service, if any, in His Majesty's Forces or in any Volunteer or Territorial Unit, to the Staff Officer, Volunteer Headquarters, for candidates for the Hongkong Volunteers, and to Major Wakeman, Supreme Court, for candidates for the Volunteer Reserves.

D.C.L.I.'S AS MARINES.

A Routine Order issued by Major-General F. H. Kelly, C.B., yesterday, contains the following:—

"The G.O.C. desires to place on record his satisfaction of the excellent report he has received from Captain Fitzmaurice, R.N., of the way in which the Detachment of the 2nd Bn. D.C.L.I., under Captain Ward and Lieutenant Marshall carried out their duties as Marines on H.M.S. *Triumph*, from 25th to 26th August, 1914.

GERMAN GOVERNOR'S FAMILY LEAVE TSINGTAO.

The wife and family of Governor-General von Meyer-Waldeck of Kiaochow were due to arrive in Tientsin on the 2nd from Tsingtao to stay at the now vacant residence of the commander of the German troops at Tientsin.

GERMANY IN THE PACIFIC.

The *Sydney Morning Herald* of the 4th ult. contained the following article:—

For many years Germany has been steadily pursuing a policy of expansion in the Pacific.

This is one phase of her ambitious dreams of a colonial Empire. To establish this empire Germany for many years has spent over two millions annually. And, as the revenue from her colonies in Africa and the Pacific only amount to about half a million, the annual loss is roughly \$1,500,000.

German colonisation in the Pacific is a thing of recent growth. Prior to 1870 German interests were practically confined to the Fatherland. In 1870 a big firm of German merchants failed, and their interests in the Pacific were about to be taken over by Baring Bros., of London. But Bismarck saw that this would inevitably mean that England would secure the German interests in Samoa and other islands. So the German Commercial and Plantation Association of the Southern Seas was formed, and the German Chancellor became the champion of colonial expansion. Huge slices of territory were acquired in Africa, and many islands in the Pacific. Millions were spent by the German people, but so far they have not reaped a pecuniary reward commensurate with the outlay.

A glance at the map of the Pacific, excluding the East Indies, shows that Great Britain—in spite of her apathy in recent years—still has a big share of the islands. But there is no gainsaying the advances which Germany has made. Starting from the Ladrões (or Marianas) Islands, with the exception of Guam, which is American, Germany controls a tremendous area of Melanesia and Polynesia. The whole of the colonies are under the flag of the Fatherland; then farther south are New Britain, New Ireland, and hundreds of smaller islands round these two groups, and known as the Bismarck Archipelago. Then there is the north-east portion of New Guinea; farther east are the Solomon Islands, the southern portion of which belongs to Great Britain, but the two Northern Islands, Bougainville and Buka, with some of the adjacent islets, belong to Germany. North-east again are the Marshall Islands, and a few belong entirely to Germany, and a few isolated islands like Nauru (Pleasant Island). South-east again is Samoa, which is mainly German, though America owns Tutuila (Pago Pago).

To Australians the chief point of interest in the German possessions is New Britain, for here the great naval base of Simpsonhafen was recently established at a cost of thousands of pounds. Quietly, under the guise of mercantile expansion, Germany expeditiously and successfully a few years ago built up this naval base right within striking distance of Torres Straits, where all lines between Australia and the East converge. Simpsonhafen is on a peninsula of Blanche Bay, at Matapi. It is commanded by highlands of volcanic origin, and is an ideal site for a naval base. The wharf is 1,000 feet long, with spacious warehouses costing £40,000. The wharf is larger than any in Australia, and is equal to the needs of a city or 100,000 people. But there is no trade and few people at Simpsonhafen. The port of Horbertsheim is only 10 miles away. When operations first commenced the island traders were puzzled at the scheme. They wondered where the huge shipments of timber and stores were going. In the *Sydney Morning Herald* of November 11th, 1904, there appeared the prophetic sentence:—"Australia will probably never know what is being stored in the gigantic warehouses of Simpsonhafen with any degree of certainty, unless at any time we should be at war with Germany."

AUSTRALIAN PATRIOTISM.

NATIONAL ANTHEM SUNG IN PARLIAMENT.

During a discussion in the Australian Parliament on the general state of affairs on the eve of the European war, a member of the Opposition rose and started the first line of the National Anthem, "God save our gracious King," and immediately a scene never before witnessed in the Chamber occurred. Members of all sides immediately sprang to their feet, and took up the patriotic refrain. After a verse had been lustily sung, cheers for the King were called for and heartily given. Lieutenant-Colonel Braund then led in singing "Rule Britannia," which was rendered with the same fervour. A member of the Opposition waved a Union Jack, the appearance of which created some amusement in a House not given to theatrical display.

FUEL PRECAUTIONS IN AUSTRALIA.

The *Sydney Morning Herald* to hand contains the following:—

There is no reason for alarm in Australia so long as the British fleet is undefeated. Very complete steps are being taken by the Minister for Defence as a matter of common prudence. It would be criminal negligence at a time like this to neglect any measure that would possibly be of use. Accordingly, cable stations are being protected, guards placed at wireless stations, forts properly manned, and in all probability the fleet will shortly be placed under the control of the Admiralty, since the British naval authorities are necessarily possessed of information and plans compiled by the many branches of the great war staff which exists at Whitehall.

Whilst it is naturally impossible to disclose detailed information of the steps taken by the Defence Department, the public may rest perfectly assured that such precautionary measures as are known to have been taken are surprisingly thorough and complete. From to-day all vessels entering certain ports in the Commonwealth will be examined by a special staff. The port of Sydney will henceforth be closed at night.

It is hoped that should demands have to be made upon the patriotism of private firms in connection with military measures, any sacrifice or inconvenience which may be necessary in the interests of Australia and of the Empire at this critical moment will be immediately and cheerfully faced.

If the British Government should require assistance in the form of military help, it is probable that there would not be the slightest hesitation in equipping and despatching an expeditionary force. Of course the number of troops it would be necessary to send away would be limited by the strategic requirements of Australia. But it may be taken for granted that all Australian public men are united in a determination to give the mother country every possible support that can be tendered at the present moment.

LOYALTY OF NEW ZEALAND.

The following despatch from New Zealand appears in Australian papers:—

WELLINGTON (N.Z.).

In the House, in the presence of full galleries, the Prime Minister referred to the precautionary measures that were being taken under Imperial instructions or in accordance with Imperial regulations. Naval reserves, he said, were being called out, and were joining their ships; a system of censorship had been established, particularly in regard to cablegrams coming into and going out of New Zealand; an examination service had been established, and vessels would be forbidden to enter the ports of Auckland, Wellington, Lyttelton, or Otago without being examined. The *Philomel* had been handed back to the Imperial authorities. The garrison artillery had been called out, and the forts would be fully manned, both day and night. This might be sufficient for the time being, though in other parts of the Empire vessels were only allowed to enter ports at certain times. During the last few days, he continued, some important cablegrams had been received by the Governor from the home Government. One was from the Secretary of State, who conveyed the high appreciation of his Majesty at the offer of the expeditionary force made in the House, and for his high appreciation of this further manifestation of the staunch loyalty of the Dominion. A second telegram read:—"His Majesty's Government has received with deep gratitude the announcement of the offer to forward volunteers for an expeditionary force, but no occasion has yet arisen which would make this step necessary at present."

I desire to emphasise the words "at present," said Mr. Massey, "because the position may change." No active steps, he continued, would be taken to ask for volunteers until the Cabinet had received a further message from the Imperial authorities, and Parliament had been apprised, and signified its approval. Mr. Massey, in conclusion, expressed appreciation of the fact that in all parts of the Empire imperial questions were being considered as above party. The Trades and Labour Council has arranged to meet the Prime Minister to urge upon him the necessity for the Government taking control of all food and coal supplies, so as to prevent the public being exploited by speculators in these commodities. Already prices are advancing sharply. It may mean waiting, but in the end this will doubtless be advantageous, and give the best results. If this policy is generally adopted, there is little likelihood of either panic or loss. For some course would be the wisest for people to follow in their banking arrangements. It is well to avoid fright or fear, and to have confidence in the country and its resources, and leave affairs to work out their own destiny. If this is done we shall avert calamity, and stave off disaster. Patience must be the line to adopt, and things will then soonest right themselves by having been less disturbed and meddled with. The thing to do now is to keep cool, and not precipitate matters by undue interference with the normal course of business."

AUSTRALIA'S WAR HYMN.

The following is being sung at all the united services in the Australian churches:—

God bless our native land,
May Heaven's protecting hand
Still guard her shore,
May peace her way extend,
For be transformed to friend,
And Britain's power depend
On war no more.

And not this land alone,
But be Thy mercies known
From shore to shore,
Lord, make the nations see
That men should brothers be,
And form one family
The wide world o'er.

THE DEATH OF DR. LIEBKNECHT.

LONDON, August 16th.
Despatches received here from Rome state that fugitives arising from Berlin declare that the Socialists in Germany are rising in revolt, following the execution of their leader, Dr. Liebknecht, for refusing military service.—Translated from a Japanese paper.

THE DURATION OF SEPTEMBER NIGHTS.

A Government Gazette extraordinary issued yesterday contains a notification from the Harbour Master's Department giving a table showing the standard time at which official night ends and begins during the current month. The table is as follows:—

	Ends.	Begins.
September 1st	5.54 a.m.	6.53 p.m.
" 2nd	5.55	6.51
" 3rd	5.55	6.49
" 4th	5.56	6.48
" 5th	5.56	6.48
" 6th	5.56	6.48
" 7th	5.56	6.47
" 8th	5.56	6.46
" 9th	5.56	6.46
" 10th	5.57	6.44
" 11th	5.57	6.43
" 12th	5.57	6.42
" 13th	5.58	6.41
" 14th	5.58	6.40
" 15th	5.59	6.40
" 16th	5.59	6.39
" 17th	5.59	6.38
" 18th	5.59	6.37
" 19th	5.59	6.35
" 20th	6.00	6.35
" 21st	6.00	6.34
" 22nd	6.00	6.33
" 23rd	6.01	6.32
" 24th	6.01	6.31
" 25th	6.01	6.30
" 26th	6.02	6.29
" 27th	6.02	6.28
" 28th	6.02	6.27
" 29th	6.02	6.25
" 30th	6.02	6.24

SHANGHAI EXCHANGE MARKET.

Messrs. Maitland & Fearon write as follows in their weekly exchange market report:—

Locally there is a falling off of demand for remittances to London, while an endeavour to arrange shipments of exports is apparent. General conditions are against business both ways, and with the most important centres of commerce in Europe involved in war it is not surprising that Shanghai finds itself gradually coming to a standstill commercially. Exports *via* the Pacific, however, are active, and it is difficult to obtain "space" in steamers sailing to America. Ships clearing for Europe will also find plenty cargo, but the financing of this cargo is more difficult to arrange and the increase in freights has made new business practically impossible. Indeed, Shanghai, with the rest of the world, can only wait developments. Commerce at the moment has become a secondary consideration. Our local stock of opium and Bar Silver is £17,785,000, Mexican Dollars \$8,510,000.

RUBBER PLANTATIONS INVESTMENT TRUST.

According to the report for the year ended March 31st the sum of £862,789 appearing in the balance-sheet as investments in shares, debentures and options is represented by approximately 59 per cent. in rubber (including coffee interpolated in rubber), 25 per cent. in tea, and 13 per cent. in tobacco and other products. The directors anticipate that the average net cost to the trust of its holdings at March 31st, 1914, is not likely, when in bearing, to exceed £80 per acre. A large portion of the £862,789 represents investments in properties in the development stage not at present yielding any return; there is a further considerable portion as yet paying only small dividends; the position in this respect will gradually improve and the present depreciation on investments is regarded as temporary. The sum of £596,799 represents investment in properties in Sumatra and in South Travancore. At March 31st, 1914, good progress had been made with the 1914 programme. Including the balance brought forward the profit to March 31st was £147,500. The interim dividend of 2½ per cent., together with the directors' remuneration of 10 per cent. thereon, absorbed £19,937, leaving £127,563. The directors recommend a final dividend of 2½ per cent., less tax, leaving £107,655 to carry forward. A year ago the final dividend was 5 per cent., with £113,497 carried forward; in October last an issue was made at par of 400,000 shares on which 10s. a share was called up.

This notice appears in St. John's Church Magazine, West Hendon:—"Lost, on Sundays by the churchwardens of St. John's, somewhere between Queen's Road and the Welsh Harp, Hendon, 25 a week out of the church collections. If any of this should be found in the pockets of those who have for any reason omitted the Christian duty of contributing honestly to the maintenance of a good church, they will be rewarded with a good conscience if they make up the present deficit on the Church Expenses Fund."

LONGWY FRONTIER.

GERMAN DEFENCE AGAINST FRANCE.

GERMAN STRATEGIC RAILWAY.

North of Verdun to Sedan, the French frontier is without defence, except Metz, but further back stand the system of northern fortresses of Rheims and Laon, with Paris in the second line, writes a Field Officer in *The Englishman*.

The railway from Sedan passes close to Longwy, there being a detouring station at la Ville Basée. Metz is situated on high ground and the river Chiers is an admirable watering place for horses. Probably by now cavalry encounters have taken place between Verdun and Metz, and some slightly more serious encounters in the vicinity of Nancy. Reiser has informed us of a strong German force advancing through the Duchy of Luxembourg; these are in all probability troops of the 18th Division stationed at Treves and also troops from Elsenborn. The forces of Thionville are part of the 18th (Metz) Army Corps.

The German strategic railways run south from Luxembourg (i) *via* Thionville to Metz (ii) *via* Esch-Aumetz to Fontenoy—while it will be noticed by reference to the Longwy map that several feeder lines run close up to the very frontier. The Esch-Fontenoy line about Aumetz is only 15 miles distant from Longwy. A main line leads from Longwy to Aumetz, so that the French may possibly send a raiding party along this to damage the line. There is high ground about Treange, some miles from the frontier. The main road to Aumetz, it will be noticed, passes between the Otzange and Erroville woods.

DEFENSIVE ORGANIZATION OF GERMANY AGAINST FRANCE.

For reasons of economy, Germany has not, since the war of 1870, thought fit to multiply her defensive positions, more especially her great entrenched camps. She has abstained from the French system of "forts d'arrêt," and, having nothing to fear from the south, she has directed her attention more particularly towards her neighbours on the East and West.

On the French side Germany is protected by important physical obstacles, the Vosges, and the line of the Moselle, Seille, Sarre and Rhine. The last named, from Basle to Wesel, constitutes a barrier very difficult to break, supported by the neutrality of Switzerland in the South, and Belgium and Holland in the North.

On the Rhine her chief defensive points are:—

Rastadt in the plain of Baden blocking all roads to the gap of Pforzheim.

Germersheim (L.R.) covering the same routes as Rastadt;

Mayence, commanding the Main, and convergent point of many roads and railways; strongly defended;

Coblentz (L.R.) and the citadel of Ehrenbreitstein (R.R.) on the direct route from Metz and Treves to Berlin;

Cologne (L.R.) a huge entrenched camp; and Wesel, very extensively fortified.

In advance of the Rhine, Germany has retained Metz and Thionville, on the Moselle, and added greatly to their defensive works to cover the network of railways, Saarbrücken, the central point of the Saar, and Bitch, blocking the defiles of the North Vosges. Alsace is protected by Strasbourg, now a vast entrenched camp guarding the gaps of Saverne and Belfort.

In rear of the Rhine, Prussia has the Elbe as her secondary line of defence on the west. Magdeburg, a strong fortress, with 13 detached forts, is the centre of the line, and bars approach from Cologne upon Berlin. It is supported by Torgau in the south.

Dresden is not permanently fortified.

The centre is supported by Spandau, a great arsenal, a few miles west of Berlin.

On the south, from Basle to Lindau, Germany has Switzerland as her neighbour.

From Lindau to the sources of the Vistula (about 1,200 miles) she touches Austria. In the Danube basin, Um, Ingolstadt, and Passau cover the frontier.

Of these the most important is Ingolstadt, which, since 1875, has been engirdled by 12 detached forts. It is the chief arsenal and headquarters of the Bavarian army.

Th' Saxony, Konigstein (N. and of Schandau defile) and Torgau the approaches from Bohemia.

PROBABLE ROUTES OF INVASION FROM FRANCE INTO GERMANY.

The probable routes of invasion from France into Germany are practically three:—

(1)—North of the Ardennes and Eifel through Belgium and Aix-la-Chapelle (Aachen) to Cologne, then north-east to Mairden and east to Hanover and Berlin.

(2)—From Belfort, through the Black Forest, or if Swiss neutrality were disregarded, *via* Schaffhausen to the Danube.

This would be almost hopeless, for the invaders would be between two fires.

(3)—Through the Bavarian Palatinate, by Fulda and Eisenach to Leipzig, skirting the north end of the Thuringian Forest. This has been the route usually chosen for French operations against Northern Germany. At the same time, a second army would probably threaten South Germany, advancing from Belfort, in order to prevent the concentration of the entire German forces.

A new line has during the last couple of years been constructed connecting Zweibrücken and Riedling, near Saarburg, *via* Wingen, another connecting St. Louis and Worenhausen with an extension to Seppolds-Bas; a third from Neustadt, in the Black Forest, in the direction of Basle. The railway stations at Saarburg, Mulhausen, and St. Louis have quite recently been remodelled and now have permanent military sidings and platforms.

GERMAN STRATEGIC RAILWAYS.

The Germans have, by new and little known railways, made it possible to seize in a single night the passage of the Meuse at Ruremonde, and the important junction at Gouvy in the Ardennes.

The railway from Aix-la-Chapelle to Eupen in the Belgian frontier has recently been considerably altered, and a line has been constructed from Hermeskeil to Buronville in Lorraine.

EUROPE IN ARMS.

The following details about the Military and Geographical conditions in Europe were published in a London paper on the eve of the war:—

THE WAR STARTERS.

Servia standing alone would be no match for Austria-Hungary as the following figures of the armies show:—

Austria (war footing)..... 1,330,000

Servia (war footing)..... 270,000

The Servian figures are very doubtful and are probably under estimated.

SERVIA'S ARMY.

Although the troops of King Peter suffered very severely during the Allies' war against Turkey and immediately afterwards in the war with Bulgaria the Servian Government at the conclusion of the latter campaign set to work to enrol regiments in the territories they occupied after the signature of peace; so it is quite possible that the actual war strength of the country to-day may be 450,000 men.

It is obvious that so soon after a devastating war—a war particularly costly in life—the reorganisation of the army cannot be complete. The gaps in the ranks caused by the slaughter of so many trained soldiers will have to be filled by reserves. On the other hand the Servians made such large captures of guns from the Turks that their armament must be superior to what it was when they took the field.

AUSTRIAN FORCES.

In view of possible complications the constitution and strength of the forces of the Dual Monarchy is of the greatest interest. On a peace footing the Austro-Hungarian Army numbers 485,000 men, but it is so organised that at the call of war more than four times that number can be placed under arms. The active Army comprises:—

467 batteries of infantry.

253 squadrons of cavalry.

210 batteries of field guns (of four guns per battery increased to six on mobilisation).

50 batteries of field howitzers.

24 batteries of horse artillery.

63 batteries of mountain guns.

28 batteries of heavy guns.

24 batteries of fortress artillery.

The elasticity of the Austrian military organisation is illustrated by the fact that the three cavalry divisions permanently stationed on the Russian frontier can be increased on mobilisation to eight divisions. At the present time the 16 army corps with which the Austrian Empire is garrisoned comprise eight cavalry divisions and 38 infantry divisions of the active army. The Austrian infantry is armed with the Mannlicher rifle.

Austria has a strong navy, but only the Danube flotilla of light draught vessels could be used in operations against Servia.

LONG FRONTIERS.

The frontiers of the Dual Monarchy, lying in the very heart of Europe, touch those of Russia, Germany, Italy, Switzerland and Roumania, besides Servia, from which Austria is separated by the Danube. There is a very extensive land frontier to Russia on the east and north-east. Both countries have powerful fortifications on the line which extends from Roumania along the borders of Poland.

Austria had the contingency of having to defend this frontier in view while perfecting the organisation that was set on foot during the Balkan war. Russia on her side has been none the less on *qui vive*, for in addition to what is known as the Polish quadrilateral system of defences mainly created against attack by Germany, a central group of corps has been organised in the Moscow-Bazan region ready to be used for the reinforcement of any threatened frontier.

RUSSIA'S ARMY.

Should Russia take up arms on the defence of Servia, her war strength on land would be: 5,400,000 men, made up of the active Army of 50,000 officers and 2,854,000 men.

1,064,000 reserves; 41,000 men of the frontier battalions.

150,000 Cossacks.

It should be pointed out that the Russian active army is not all available in any one part of the Empire.

The Russian Navy has been reorganised since the Japanese War and now includes four Dreadnoughts, four pre-Dreadnought battleships, six protected cruisers in the Baltic Fleet, while by the end of the year there will be three Dreadnoughts on the Black Sea in addition to the existing six pre-Dreadnought battleships.

THE GERMAN ARMY.

Russia's frontier to Germany extends along the western side of Poland and thence northward to the Baltic. It is 743 miles in length.

As is known, the German Army has been hugely increased during recent years and the total war strength is at present approximately

4,350,000 MEN.

including the field army and its reserve formations, the landwehr (1,800,000) and trained men of the landsturm (800,000). It is estimated, however, that the highly trained and vigorous first line would not greatly exceed 1,500,000. The regular fighting force consists of:—

651 battalions of infantry.

555 squadrons of cavalry.

633 batteries of fire artillery.

226 batteries of heavy and fortress artillery.

45 pioneer battalions.

The German infantry is armed with Mauser rifles. Germany's naval strength in 1913 was 13 Dreadnoughts, three pre-Dreadnought battleships, nine armoured cruisers and 41 second and third class protected cruisers.

Germany's frontier on the west abuts on France for 343 miles, Luxembourg for 111 miles, Belgium for 70 miles and Holland for 37 miles. The line that separates Germany from France is probably the most strongly fortified and carefully guarded stretch of territory in Europe.

North of it is what is known as the 'Trou de la Meuse,' which is supposed to be sacred by the agreement of several European Powers to safeguard the integrity of Belgium.

FRANCE'S POWER.

The French Army is in process of being enormously increased through the operation of the Three Years Law. The total first line effective of the French Army on a war footing is now estimated at 2,500,000, and older men could be placed in the field. The active army is constituted as follows (1913):—

525 battalions of infantry.

81 battalions of Chasseurs.

12 battalions of the Foreign Legion.

24 battalions of Zouaves.

24 battalions of Algerian tirailleurs (natives).

5 battalions African light infantry.

91 regiments of 52 squadrons each of cavalry (including colonial troops).

618 field batteries of artillery.

59 fortress batteries.

30 coast batteries.

21 field howitzer batteries.

16 mountain batteries.

16 batteries horse artillery.

The French infantry is armed with the famous 75mm. quick-firing gun and the Kilmahoi howitzer.

The French Navy consists of 23 battle ships, 20 armoured cruisers, and smaller craft.

Her frontier on Italy extends for 800 miles from Switzerland to the Mediterranean.

ITALY'S MILITARY.

Italy on a war footing has a total of 3,320,000 men, of whom 2,200,000 are territorial militia. The permanent Army establishment has always been kept low. It consists of:—



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SCIENTIFIC MISCELLANY.

A RUDDER FOR CANAL VESSELS.

After studying the erosion of canal bottoms by boat propellers for a number of years, Prof. Oswald Flamm, of the Charlottenburg High School, has developed a remedy in the form of a horizontal plate at the bottom of the rudder. In the experiments made, a propeller kept in one place, over a bottom of loose sand and clay at a depth of ten feet, made 2,500 revolutions per minute, with little erosive action in the absence of the rudder; but on putting the rudder in place, erosion began at once, and in two hours produced a hole 40 feet long and wide and five feet deep. This scouring effect was due to the deflection downward by the rudder of the spiral current from the propeller. The two rudders proposed by Dr. Geber have given promise of lessening erosion when placed sufficiently far apart, but the horizontal plate is simpler and is effective when its size is properly adapted to conditions. The horizontal plate, moreover, has other advantages, such as being an aid to steering.

BATHING IN HOT WAX.

Extraordinary results are claimed by Dr. Garthe de Sandfort, of the Paris Academy of Medicine, from the use of his paraffin wax bath at 125deg. F. for such affections as gout, rheumatism, and sciatica. Hot wax plasters having removed the pain of wounds and ulcers and caused very rapid healing, he tried immersing the entire body in a vat of 100 gallons of boiling wax, and instead of being burned, he found the sensation pleasant and the after-effects wonderfully exhilarating.

NATURE'S VARIETY IN MEXICO.

Boasting a greater diversity of flora and fauna than any similar area, Mexico claims nearly 1,000 species of cactus, 200 medicinal plants, more than 70 tropical fruits, and 14 dyewoods. Its valuable woods include mahogany, ebony, rosewood, bamboo, pine, oak, acacia, chestnut, and many others.

ELECTRIC CLAY-CLEANING.

The usual method of cleaning clay by making it into a thin paste and allowing the heavier impurities to settle does not always give satisfactory results, and a new method makes use of electricity to effect a more complete separation. The paste, with the addition of a little electrolyte, is passed through a trough having in the centre a revolving metallic drum. This drum serves as anode, a wire screen half an inch below it forming the cathode and as the drum is slowly revolved a current of 90 to 100 volts is passed. The impurities, becoming attracted to the screen, are removed by a continuous worm device. As the drum revolves, the purified clay rises to the top, and is discharged as a continuous quarter-inch sheet a yard and a half wide.

A SAFE FLY-POISON.

Cod-liver oil is reported by a French veterinary surgeon, M. Lang, to be more effective in fighting flies and mosquitoes than the oils usually employed. Spread over stagnant water, it destroys mosquito larvae very rapidly, keeping away many kinds of insects, and it evaporates very slowly. As it has no caustic effect, the skin of horses may be smeared with it. This repels the insect tormentors of the animals, and especially protects wounds and sores from irritation by flies. Objections to the use of the oil are its cost and its offensive odour.

PANAMA CURRENTS.

A current of three or four miles an hour in the outer portions of the Panama Canal seems to result under certain conditions from a difference in water density. At the lower ends of the Miraflores and Gatun locks, when the water has been brought down in the lower chamber to the level of that in the approach, the water in the chamber is more than half fresh, and this causes an inward flow against the outward passing vessel.

LIGHTING-PROJECTILES.

The lighting projectile under test on German warships is filled with calcium carbide. On being fired from a cannon and falling in the water, it rises and floats, and the acetylene gas set free by the moistening of the carbide is spontaneously ignited. Each of these shells sent among an enemy's fleet thus becomes a light of 3,000 candle power.

THE GYROSCOPE AUTO.

The wonders of the gyroscope have aroused great expectations, but in its applications to give steadiness to cars and ships it has not yet progressed beyond the experimental stage. Among the many who are seeking to develop the possibilities suggested by the sensational Brennan monorail of a few years ago is Dr. Peter Schilowsky, a Russian now resident in London. He has added to the South Kensington Science Museum a working model of an improved mono-rail car, which is kept upright by a heavy horizontally-spinning wheel, and is given increased stability by the pivoting of this wheel below the centre of gravity instead of in it, having also special devices for restoring equilibrium when disturbed by wind pressure or shifting load. The car and gyroscope are both electrically driven. A full-size automobile, designed for six passengers, has been constructed on the same principle as the model car, and is mounted on two ordinary pneumatic-tired wheels, is driven by the usual gasoline motor, and the gyroscope at 1,000 revolutions a minute quickly corrects any tendency to tip. An apparatus for preventing the rolling of ships is claimed to have greatly improved effectiveness.

WRITING IN AIR.

The means optical telegraph, regarded as most promising by French military aeronauts, writes Morse dots and dashes in the air. The apparatus consists of a smokeholder below the aviator's seat, and this is provided with a valve for liberating the smoke in long and short puffs. These smoke trails left behind remain visible in calm air a long time. Even in a high wind, the puffs are quite perceptible, and give signals that with a field-glass may be read several miles away.

SNOW MUSHROOMS.

The "snow mushrooms" observed by Dr. Vaughan Cornish in the Selkirk Mountains, Western Canada, are masses of overhanging snow capping tree stumps about six feet high and two feet in diameter. Of the hundreds of these caps seen, none had been broken by their own weight, though many were nine feet or more in diameter and some must have weighed singly more than a ton.

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JAPAN'S FOREIGN TRADE.

THE FIRST HALF OF THE YEAR.

The Department of Agriculture and Commerce has issued the following report on the foreign trade of Japan during the first half of this year:—

Exports have expanded to the extent of 311,631,000 yen and imports to the extent of 382,385,000 yen, thus making the whole trade result of the half-year 694,016,000 yen. The trade balance as usual stands in favour of imports, amounting to 70,764,000 yen. Compared with the same time last year there has been an increase in export to the extent of 37,156,000 yen, that is, fully 9 per cent, while in imports there has been a falling off by 21,776,000 yen, that is, fully 5 per cent, thus causing a material increase in the total trade result to the extent of 5,380,000 yen, that is, 3.5 per cent. This means a substantial decrease in the adverse trade balance to the extent of 48,382,000 yen, that is, fully 40 per cent.

Details are as follows:—

	First six months, 1914.	First six months, 1913.	Rise or Fall.
(in thousand yen.)			
Exports	311,631	284,475	27,156
Imports	382,385	404,161	-21,776
Total	694,016	688,636	5,380

Adverse balance 70,764 119,696 -48,932

The following figures show the half-year's trade distributed to different countries:—

	1914.	1913.	1912.
(in yen)			

Asiatic countries	128,427,971	113,998,746	80,462,920
European countries	48,387,193	55,153,408	42,247,528
America	79,939,806	66,274,537	59,799,148
Other countries	7,035,622	5,700,700	5,708,403
Unknown destinations	148,208	107,672	1,239,857
Total	263,955,805	241,324,961	189,460,876

Imports.

Asiatic countries	165,633,013	170,659,161	129,053,477
European countries	82,345,398	92,122,423	79,954,203
America	61,891,874	60,789,246	76,989,006
Other countries	18,053,222	13,712,788	11,925,407
Customs sheds	1,727,876	2,337,419	—
Unknown destinations	110,795	183,166	113,837
Total	317,812,178	339,824,203	297,939,930

The trade result for the past half-year is characterised by many features. One of them is the heavy decrease in the adverse trade balance. With the exception of January and March every one of these six months has seen more or less falling off in the adverse balance, with the result of minimizing the half-year's debt account by fully 40 per cent, as compared with the same time last year. It may be accounted for by the fact that the industrial circles have taken a conservative turn during the period under the influence of the retrenchment policy of the Government.

The second of the prominent features of the period is the startling progress of the export trade. Notwithstanding the growing depression of the world's market Japan's export trade has witnessed an expansion over the corresponding period of last year by fully 9 per cent. Demand from all parts of the world except Europe for Japanese goods has fully expanded. Above all demand from America, China, South Seas, Australia, and Asiatic Russia has witnessed an astounding expansion. The third feature is the fact that the progress of exports has been in excess over that of imports. The feature is not a new one which has been in evidence this term, having first occurred in the first half of last year. It is still maintained in its full force.

In exports there has occurred a heavy increase owing to a startling improvement of raw silk, cotton textiles, habutae, copper, coal, lumber, cotton shirtings, rice, tea, fish oil, camphor, and umbrella shipments in spite of a serious falling off in the exportations of refined sugar, waste silk, handkerchiefs, figured matting, and dried cuttlefish. In imports there has taken place a heavy decrease in the arrival of sugar, wool, iron ingots, trails, kerosene oil, plain and figured calico, cotton satin, machinery, iron materials, paper, woollen cloths, indigo, oil cakes, rice, and flour, while there has been a considerable increase in the receipts of raw cotton, beans, wheat, hemp, and phosphate.

Among those staple commodities on the export list, the heaviest falling off has been recorded for refined sugar to the extent of over 2,000,000 yen, waste silk to the extent of 1,220,000 yen, silk handkerchiefs to the extent of 1,270,000 yen, figured materials to the extent of 407,000 yen, and dried cuttlefish to the extent of 363,000 yen. Generally speaking the decrease in refined sugar is due to the business depression in the districts along the Yangtze river and the heavy fall in bullion. For the decrease in the shipments of waste silk the fault lies with producers, who are reluctant to part with their goods at the European prices while at the same time degrading the quality of the goods. Buyers are afraid of the troubles they will have with consumers on account of the admixture of certain materials in the goods. Japanese producers make in spite of the Government's warning. The Mexican trouble and the economic disturbances in Argentina are largely responsible for the decrease in the shipments of silk handkerchiefs. Braid manufacturers having been elated with the great expansion of demand in the previous year have produced inferior goods quite different from samples. The result is that buyers have been indignant with the unprincipled method of business on the part of Japanese producers and ceased to place orders for goods except in pressing cases. Though in Manchuria demand for Japanese figured matting has arisen lately with the result of increasing the shipments of the goods to China, the decrease from Europe and America has been a heavy blow to the industry. In this case the decrease is due to the change in fashion in Europe and America and the lack of adaptability in these changes on the part of Japanese producers. The drop in the value of silver in the China market and the fluctuations of paper notes in Canton have been largely responsible for the falling off in the shipments of dried cuttlefish.

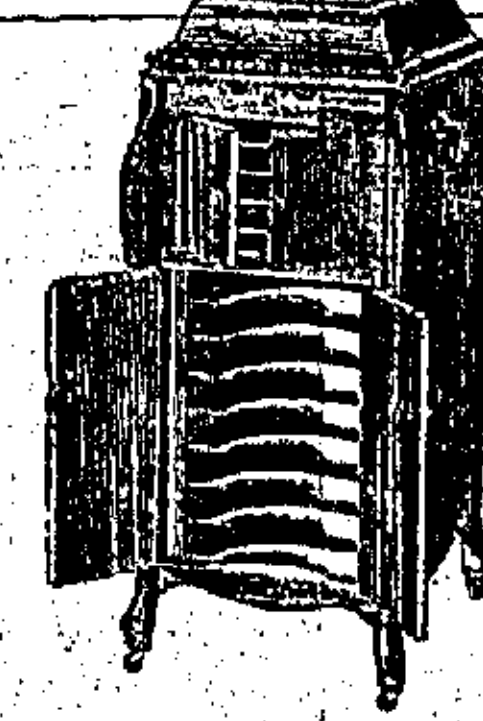
Of all exports which have seen more or less increase in shipments, cotton yarn and cotton textiles, which have increased to the extent of 9,700,000 yen and over 3,000,000 yen respectively, have seen the expansion in the figures on account of an improvement of demand from China. In spite of the numerous adverse elements in the China market the country, having been blessed with good crops during three consecutive years, has never suffered any decrease in the people's buying power and bought more of cotton goods this season than in the preceding year. In the case of raw silk the cause for the increase is to be found in the expansion of demand from Europe, and then America which has been occasioned by the more extensive use into which silk goods have been brought in Europe during the year, and the poor crops of cocoons in France and Italy last year. The increased demand from China has inflated the shipments of copper. Habutae, which has shown an increase of 55 per cent, over the corresponding period of last year, is accounted for by the more extensive use into which the goods have been brought in Europe. For the increase in shipments to America, tariff reform has been largely responsible. There has been a reaction to the previous year in the two shipments which have witnessed a heavy increase. Though it is rather disappointing as compared with the result of the previous years the half-year's result, having witnessed so much expansion, can not be accounted poor or disastrous. Turning to the import trade 23 of all staple commodities on the import list have suffered more or less decrease while only 5 have shown increase. The commodities which have seen increase are mostly raw materials of food stuffs, while those which have witnessed decrease are mostly manufactured goods or half-manufactured. Among others raw or ginned cotton have witnessed the heaviest increase, the improvement amounting to



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\$225.

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JOHN & E. STURGE, Ltd.
Birmingham (England).

PRECIPITATED CHALK

(Calc. Carb. Precip.)

All Grades, from lightest to very dense, to suit all needs.

CITRIC ACID, BICARBONATE OF POTASH, ROCHELLE, SALTS, and FULV. SEIDLITZ.

THE TAIKOO DOCK YARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCK YARD. HONGKONG.

SHIPBUILDERS, SALVOES AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND OUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 88' by 34' 6" Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Sheds ranging up to 100 Tons.

5-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 120 H.P. As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION, MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, ETC.

Dockyard Manager, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE

HONGKONG, CHINA, AND JAPAN, AGENTS.

Telephone No. 212. Telegraphic Address:—"TAIKOO DOCK."

[50]

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Judging from the situation it can be predicted for a certainty that in the latter half of the present year imports will suffer more decrease than in the past half.

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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR Capt. A. Collyer	About 3rd Sept.	Freight and Passage.
LONDON, ANTWERP, SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	SOCOTRA Capt. R. P. Stevenson	About 8th Sept.	Freight only.
SHANGHAI	SALSETTE Capt. A. F. Vine, R.N.R.	About 9th Sept.	Freight and Passage.
LONDON via USUAL PORTS	SARDINIA Capt. J. T. Jeffery	Noon, 12th Sept.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 2nd September, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TOURANE and QUINON	"CHITLI"	On 2nd Sept. 8 A.M.
HOIHOW, PAK-LOI and HAIPHONG	"KATFONG"	On 2nd Sept. 10 A.M.
SWATOW, NINGPO and SHANGHAI	"HUPEH"	On 2nd Sept. 11 A.M.
BANGKOK	"LINAN"	On 2nd Sept. 4 P.M.
WEIHAIWEI, CHEFOO and TIENSIN	"HUICHOW"	On 3rd Sept. 4 P.M.
SHANGHAI	"LUCHOW"	On 3rd Sept. 4 P.M.
SHANGHAI	"CHENAN"	On 6th Sept. 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 8th Sept. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

B.S. "LINTAN" and S.S. "SANTU".
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA" "TAMING" and "TEAN". Excellent Saloon accommodation. Ample ships; Electric Fans fitted; Extra State-rooms on Deck, aft on "TAMING" and "TEAN".
SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI" "CHENAN" "SHAOSING" and the S.S. "LIANGHOU" "LUCHOW" and "YINGHOU" having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

REDUCED FARE:—

HONGKONG TO SHANGHAI:—SINGLE \$45. RETURN \$75.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Hongkong, 2nd September, 1914. TELEPHONE 36. AGENTS.

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 1st September, 1914.

AGENTS.

49

DOUGLAS STEAMSHIP CO., LTD. HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 4th Sept., at 11 A.M.
"HAIFANG"	Capt. A. E. Hodgins	TUESDAY, 8th Sept., at 11 A.M.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 11th Sept., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... WEDNESDAY, 2nd Sept., at 11 A.M.
During the Month of August FIRST CLASS RETURN FARES TO FOOCHOW will be subject to a Reduction of 20 per cent. on the full Fares.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 2nd September, 1914.

14

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	2nd Sept.	On 26th Sept. 10 A.M.
EASTERN	14th Sept.	On 9th Oct. 10 A.M.
ALDENHAM	3rd Oct.	On 3rd Oct. 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

Hongkong, 2nd September, 1914.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots from Nagasaki	15th Sept.
SHINYO MARU	22,000—21 knots from Nagasaki	6th Oct.
CHIYO MARU	22,000—21 knots	TUES., 20th Oct.

* Via Manila omitting Shanghai.

FIRST CLASS TO LONDON	\$71.10... RETURN (6 MONTHS) \$120.
FIRST CLASS TO NEW YORK	\$60. \$296.10.
" " " SAN FRANCISCO	\$45. \$68.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBE	YOKOHAMA
\$120.	\$135.	\$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU	14,000—14 knots	Saturday, 3rd October.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG:	PROPOSED SAILINGS:	FROM COLOMBO:
25th Sept.	"KATHIAWAR"	17th Oct.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong: "SALAMIS" 25th Oct.
FIRST CLASS ACCOMMODATION FOR PASSENGERS
FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICE,
PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO

FOR SEATTLE AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

Steamer	Captain	Leaving
"SEATTLE MARU"	T. Saito	THURSDAY, 3rd Sept., at 4 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 16th Sept., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasures and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer Captain Leaving

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer Captain Leaving

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer Captain Leaving

"DALIN MARU" ... K. Murakami ... SUNDAY, 6th Sept., at Noon.

"DAIGI MARU" ... S. Tokushige

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,
Second Floor No. 1 Queen's Building.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamer	Leave	Leave	Connecting Steamer	Due at	Due at
to	to	SHANGHAI	KOBE	from COLOMBO to MARSEILLES and LONDON	MARSEILLES	PORT SAID
YOKOHAMA	COLOMBO	HAI	KONG	MARSEILLES and LONDON	ARS	1 day later
Thurs.		6 p.m. Tues.	Noon Sat.		Saturday	Friday
Sept. 3	ARCADIA	Sept. 8	Sept. 12	MOREA	...	...
Sept. 17	DEVANHA	Sept. 22	Sept. 26	MALOJ.	...	...
Oct. 1	ORIENTAL	Oct. 6	Oct. 10	MOOLTAN	...	...
Oct. 15	MALTA	Oct. 20	Oct. 24	MOLDAVIA	...	...
Oct. 29	ARCADIA	Nov. 3	Nov. 7	KHYBER	...	...

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer at the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

2nd Saloon	"A"	"	"	£39	"	£39
	"B"	"	"	£44	"	£44
		"	"	£40	"	£40
MARSEILLES						
1st Saloon	"A"	Accommodation	Single	£61	Return	£91
	"B"	"	"	£35	"	£33
2nd Saloon	"A"	"	"	£42	"	£43
	"B"	"	"	£38	"	£37

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES PROPOSED SAILINGS:

STEAMERS	Leave YAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'BRILLES	Due at LONDON
	about	about	about	about	about	about
SARDINIA	Sept. 1	Sept. 10	Sept. 16	Sept. 22	Oct. 21	Nov. 1
NUBIA	Sept. 15	Sept. 24	Sept. 30	Oct. 6	Nov. 4	Nov. 15
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 28
NOVARA	Oct. 27	Nov. 5	Nov. 11	Nov. 17	Dec. 14	Dec. 24

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON: 1st Saloon £50 Single; £75 Return. 2nd Saloon: £25 Single; £52 Return.

FARES TO MARSEILLES: 1st Saloon £46 Single; £73 Return. 2nd Saloon: £23 Single; £46 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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NIPPON YUSEN KAISHA THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAMO MARU Capt. Shimada	16,000	WEDNESDAY, 9th Sept., at 10 A.M.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	KASHIMA MARU Capt. M. Yagi	20,000	WEDNESDAY, 23rd Sept.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YOKOHAMA MARU Capt. S. Wada	12,500	TUESDAY, 8th Sept., at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	AWA MARU Capt. Tominga	12,500	TUESDAY, 22nd Sept.
BOMBAY via SINGAPORE, PENANG and COLOMBO	TANGO MARU Capt. Sekino	9,600	WEDNESDAY, 23rd Sept., at Noon.
SHANGHAI and KOBE	NIKKO MARU Capt. R. Takeda	9,300	WEDNESDAY, 21st Oct., at Noon.
MOJI and KOBE	RAWACHI MARU Capt. Nakamura	12,500	MONDAY, 21st Sept.
NAGASAKI, KOBE and YOKOHAMA	RANGOON MARU Capt. Kamachira	12,500	MONDAY, 14th Sept.
KOBE and YOKOHAMA	KIRIN MARU Capt. Nakamura	5,000	THURSDAY, 3rd Sept.
	KAGA MARU Capt. G. Tabusa	15,000	THURSDAY, 10th Sept.

Fitted with New System of Wireless Telegraphy.
Notice—"Kumano Maru," "Kamokura Maru" and "Hakata Maru" have been withdrawn from their Lines and not been replaced by substitutes.

REDUCED SUMMER RATES BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return	KOBE Return	MOJI Return	NAGASAKI Return
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER,
TELEPHONE Nos. 292 and 1241.
[8-9-14]

POST OFFICE NOTICE

All the Homeward Siberian Mails despatched from Hongkong up to and including that of the 13th July have reached London.
The Public will be advised when notice of arrival of the five remaining mails sent to London via Siberia, viz., *Empress of India*, *Yorok*, *Korea*, *Kanchow*, *Paul Lecat*, is received.
THE DESPATCH OF THE MAILS TO EUROPE VIA SIBERIA HAS BEEN RESUMED.
ALL CORRESPONDENCE FOR EUROPE UNLESS SPECIALLY SUPERSCRIBED WILL BE SENT BY SIBERIA.
The Parcel Post service to Egypt and countries beyond is for the present suspended.

FOR	THRU	DATE
Hankow, Peking and Haiphong	Kaifong	Wednesday, 2nd, 8.00 A.M.
*Swatow, *Ningpo, *Shanghai and *North China	Hupei	Wednesday, 2nd, 9.00 A.M.
Swatow	Haimun	Wednesday, 2nd, 9.00 A.M.
*Wingpo, *Shanghai and *North China	Wingang	Wednesday, 2nd, 10.00 A.M.
*Chefoo and *Tientsin	Chipsang	Wednesday, 2nd, 10.00 P.M.
Bangkok	Lianan	Wednesday, 2nd, 4.00 P.M.
*Shanghai and *North China	Lanshing	Wednesday, 2nd, 4.00 P.M.
Hollow, Haiphong and Peking	Hongkong	Thursday, 3rd, 8.00 A.M.
SAIGON, STRAITS, Ceylon, ADELPHI, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MANHILLER	Paul Lecat	Thursday, 3rd, 9.00 A.M.
Sandakan	Hinsang	Thursday, 3rd, 10.00 A.M.
Vladivostok	Pollava	Thursday, 3rd, 10.00 A.M.
Formosa via Keelung, Japan via Moji, Victoria, B.C. and Tacoma	Seattle Maru	Thursday, 3rd, 1.00 P.M.
Shanghai and North China	Luchow	Thursday, 3rd, 2.00 P.M.
*Wailshai, *Chefoo and *Tientsin	Hanchow	Thursday, 3rd, 3.00 P.M.
Swatow, Amoy and Foochow	Huiching	Friday, 4th, 4.00 P.M.
Pengkok	Hila	Friday, 4th, 4.00 P.M.
Philippine Islands, Australia, Tasmania, and New Zealand via Thursday Island	Inaba Maru	Saturday, 5th, 10.00 A.M.
Philippine Islands	Yuenang	Saturday, 5th, 10.00 P.M.
Shanghai and North China	Chenan	Saturday, 5th, 4.00 P.M.
(EUROPE via SIBERIA) [To make connection with the Tientsin-Peking Railway closing at Shanghai Brit. P.O. at 11.30 a.m. on Thursday, the 10th inst.]		
Swatow	Haimun	Sunday, 6th, 8.00 A.M.
Swatow Amoy and Foochow	Haiyang	Tuesday, 8th, 2.00 P.M.
Philippine Islands	Chinhua	Tuesday, 8th, 2.00 P.M.
Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C. and Seattle (Wash.)	Yokohama Maru	Tuesday, 8th, 2.00 P.M.
(EUROPE via SIBERIA) [To make connection with the Tientsin-Peking Railway closing at Shanghai Brit. P.O. at 8.0 p.m. on Monday, the 14th inst.]		
Straits and *Ceylon	Kamo Maru	Wednesday, 9th, 8.00 A.M.
Swatow, Amoy and Foochow	Hailan	Friday, 11th, 9.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin	Taiyuan	Monday, 21st, 10.00 A.M.

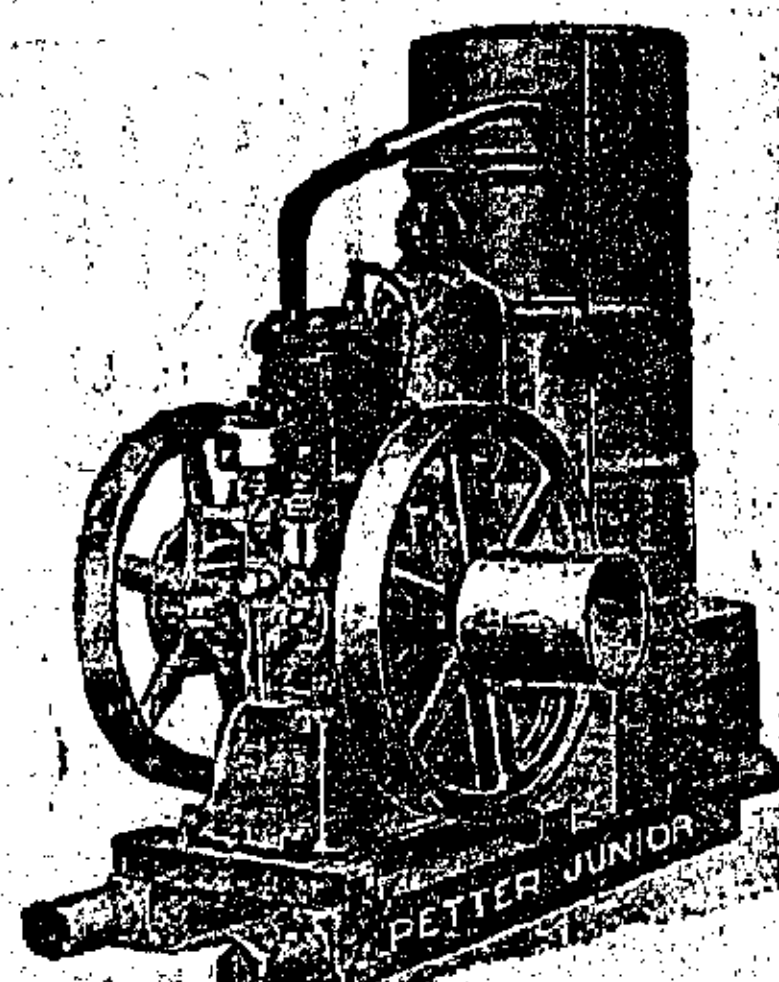
* Specially superscribed correspondence only.

Money Letters.—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where Registration has been neglected, will make no inquiries into alleged losses of such (Postal Guide 118).
Mails for CANTON, WUHOW and SHANGHAI are closed on week-days at 7.30 a.m. and at 4 p.m. on Sundays at 9 a.m.
Mails for MACAO closed on week-days at 7.15 a.m. and 1.15 p.m.
Mails for NANTAI, FANMEI, KONGKONG and KANGKOR are closed on week-days at 4 p.m. On Sundays the mails are closed at 9 a.m.
A Mail for Long Island (Cheung Chow) is despatched per steam launch Cheungchow daily at 3 p.m.

In the case of Mails closing before 9 a.m. in the morning, Registration closes at 5 p.m. on the previous evening.

Registration.—Correspondence can be registered for Mails to Europe, Canada and America up to 11.15 a.m. before the time of closing. Registered mails to Shanghai, Japan, Straits, India, Manila and the West Coast of China by other than express steamers close a quarter of an hour before the ordinary mail.
For Registration in late fee by contract Packets, see time of closing above.

ON HAND FOR SALE.



ONE 30 FOOT MOTOR LAUNCH
Thornycroft Model Fitted with 12-14 B.H.P.
Kerosine Engine.
ONE PORTABLE OXY-ACETYLENE
SEARCHLIGHT with Morse Signalling
Shutter.
ONE WIRELESS TELEGRAPH SET
complete with Induction Coil, Overhead Wires,
Spare, &c., suitable for Casting or Patrol Steamer.
ONE SEMI-DIESEL 8 H.P. CRUDE
OIL ENGINE AND DYNAMO with
Electric Searchlight.
KEROSENE OIL ENGINES "PETER'S"
FROM 7 TO 12 B.H.P.

For Price and Particulars, apply to—

WM. C. JACK & CO., LTD.,
14 DES VOEUX ROAD, HONGKONG.

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TUTAROREN	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TUJILWONG	JAVA	First half of Sept.	JAPAN	First half of Sept.
TUJIODAS	JAPAN	First half of Sept.	JAVA	First half of Sept.
TUJIMANOR	SHANGHAI	Second half of Sept.	JAVA	Second half of Sept.
TUJITJAP	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TUJIKENBANG	JAVA	Second half of Sept.	SHANGHAI	First half of Oct.
TUJIKINI	JAVA	First half of Oct.	SHANGHAI	Oct.
TUJIMAH	JAVA	First half of Oct.	JAVA	Oct.
TUJIPANAS	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Passengers. All steamers carry a duly qualified surgeon. Cargo taken at all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor,
Hongkong, 2nd September 1914.

Telephone No. 1574.

FORTHCOMING EVENTS.

Saturday, 19th Sept. —

Noon—Hongkong and Shanghai Banking Corporation Extraordinary Meeting of the Shareholders at the City Hall.

Noon—Royal Aerated Waters Manufactory Co., Ltd. General Meeting at the Office of Messrs. Percy Smith, Seth & Fleming.

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1913.

REVISED BY THE MEMBERS.

PRICE \$5.

DAILY PRESS OFFICE.

Hongkong, 9th February, 1914.

COMMERCIAL

CLOSING QUOTATIONS.

September 1st.	
ON LONDON—	
Telegraphic Transfer	19
Bank Bills, on demand	94
Bank Bills, at 30 days' sight	174
Bank Bills, at 4 months' sight	174
Credits, at 4 months' sight	174
Documentary Bills 4 months' sight	174
ON PARIS—	
Bank Bills, on demand	nom.
Credits, at 4 months' sight	nom.
ON GERMANY—	
On demand	nom.
ON NEW YORK—	
Bank Bills, on demand	43
Credits, at 60 days' sight	nom.
ON TELEGRAPHIC TRANSFER—	
Telegraphic Transfer	nom.
Bank, on demand	1314
ON CALCUTTA—	
Telegraphic Transfer	nom.
Bank, on demand	1314
ON SHANGHAI—	
Bank, at sight	754
Private, 30 days' sight	nom.
ON YOKOHAMA—	
On demand—Paces	85
ON SINGAPORE—	
On demand	754
ON BATAVIA—	
On demand	105
ON HONGKONG—	
On demand	nom.
ON BANGKOK—	
On demand	88
GOVERNMENTS, Bank's Buying Rate	\$11.30
GOLD LEAF, 100 fine, per tael	\$59.10
SILVER, per oz.	244
SUBSIDIARY COINS, per cent.	
Hongkong, 20 cents piece	\$ 9.50 discount.
Hongkong, 10 " "	\$ 9.75 " "

BEAUTIFY THE HOME

By obtaining a Collection of Handsome Photogravure reproductions of

The World's Famous Paintings

THE FOLLOWING COMPRISE THE NEW SET:—

"The Horse Fair," by Rosa Bonheur. "Le Rixe," (The Quarrel), by Meissonier.
"Wagon and Team," by Rosa Bonheur. "The Halt at an Inn," by Meissonier.
"Lady with Fan," by Favers. "Madame La Brun and Daughter," by Le Brun.

These Pictures are entirely free from advertisement, and are obtainable in exchange for Coupons now being packed with

THE "THREE CASTLES" CIGARETTES

The Cigarette of Pure Virginia Leaf and made by

W. D. & H. O. WILLS, BRISTOL & LONDON.

DRINK 'O.T.'

'O.T.' BLENDS WITH ALL DRINKS. TRY IT WITH YOUR WHISKY, GIN OR BEER.

'O.T.' HAS A BENEFICIAL EFFECT IF YOU RISE WITH A FURRED TONGUE OR A BAD TASTE IN THE MOUTH. IT CORRECTS THE LIVER AND MAKES YOU WELL AGAIN.

DONNELLY & WHYTE.

SOLE AGENTS.

TEL. 636.

Hongkong, 1st August, 1914.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	8.00
Return " (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return " "	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 2ND SEPTEMBER, 1914.

8 a.m. HEUNGSHAN. 8 a.m. HONAM.

5 p.m. KINSHAN.

THURSDAY, 3RD SEPTEMBER, 1914.

8 a.m. HONAM. 8 a.m. HEUNGSHAN.

5 p.m. KINSHAN.

There will be no Steamer from Canton to Hongkong, Wednesday, 2nd Sept., at 5 p.m.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAISHAN, Tons 2,006.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 6TH SEPTEMBER, 1914.

The Company's New Steamship "TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at 8 a.m., and return from Macao at 3 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. HOISANG.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANDY. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Manions (First Floor), opposite the Blake Pier.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE AND YOKOHAMA. POLYNESIEN. On 2nd Sept., at 9 a.m.

HOMEWARD

MASSILLON VIA PORTS. PAUL LECAT. On 3rd Sept. at Noon.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT.

QUEEN'S BUILDING.

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THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS.

BANKERS, &c.

Head Office for the Far East.—15, DES VOEUX ROAD, HONGKONG.

SHANGHAI: 23, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

MANILA:—MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES EXCHANGED.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 3rd July, 1914.

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